

STREET CARS RAILWAY COMMISSION'S CHIEF PROBLEM

MANY IMPROVEMENTS HAVE BEEN EFFECTED

Modern Equipment, Safety Appliances, Better Heating, Power Brakes, Better Route Signs, and Through Service Have Been Installed.

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and the operation of pay-as-you-enter cars.

The District Commission among other things finds the transfer system far from satisfactory, and it suggests that the Interstate Commerce Commission recommend to Congress the enactment of legislation to remedy the evil.

Th report of the Interstate Commerce Commission and that of the District Electric Railway Commission follow.

REPORT TO CONGRESS.

To the Senate and House of Representatives:

The Interstate Commerce Commission has the honor to submit the following report with respect to street railroads in the District of Columbia:

A survey of the work of the past year shows that gratifying progress has been made in the direction of improving the local street car service. Responsive to orders from this commission the equipment of cars has been materially improved. Modern safety appliances have been installed, better route signs have been adopted, and heating apparatus has been extensively provided.

The cars of the Georgetown and Tenleytown Railway Company have been equipped with power brakes in compliance with orders issued by this commission upon the recommendations of the local board. Following investigation conducted by the District Electric Railway Commission the street railway companies have voluntarily instituted certain reforms which were much desired by the public but as to which the commission was without jurisdiction to make an order. A notable instance is the institution of through service over the Brightwood line of the Washington Railway and Electric Company.

APPEAL TO COURTS.

The long-continued failure of the street railway companies to observe the provisions of the law at length led the commission to institute prosecutions in the Police Court of the District of Columbia. Four informations were filed charging the Washington Railway and Electric Company and the Capital Traction Company with operating cars in a crowded condition.

The defendant street railway companies moved to quash the informations upon the ground first, that the act is unconstitutional in that the penalties provided for disobedience are so heavy as not only to be confiscatory of the property of the defendants, but to deter them from attempting to test in the courts the constitutionality of the regulations made by the Interstate Commerce Commission in pursuance thereof; second, that the act is altogether general in its terms, being intended only to announce certain principles which should guide the commission in prescribing such regulations as might be necessary in order to make the law effective. This second contention was sustained by the Police Court in a decision rendered on September 23, 1909, and the motions to quash the informations were granted.

SEEKS RELIEF.

We renew our recommendation of a year ago that this commission be relieved of the duty of superintending the street railway service of the District of Columbia. The Interstate Commerce Commission is charged with the responsibility of regulating the great interstate carriers of the country, an undertaking of sufficient magnitude to demand all of the time and personal attention of the members of the commission.

The supervision of a city's local street car service presents a problem essentially different in character and entirely foreign to the purpose for which this commission was established. Moreover, as pointed out in our last report, the members of the commission must necessarily be absent from Washington for extended periods throughout the year, thus rendering impossible the intimate touch with local conditions which is believed to be necessary if the intent of the act of May 23, 1908, is to be effectuated. These considerations prompt us to strongly urge that Congress place this work and responsibility in some other hands.

The activity and efficiency of the District Railway Commission are attested by its report, a copy of which is appended herewith. The regulations which have been established from time to time for the operation and equipment of street railway cars within the District are submitted.

REPORT OF COMMISSION.

To the Interstate Commerce Commission:

The District Electric Railway Commission has the honor to submit the following report relative to the work accomplished by it since January 1, 1909, the date of its last annual report:

Twenty-nine meetings and one hearing have been held during this period, and 112 complaints have been received, making a total of 266 complaints received since the organization of the

PRESCRIPTION FOR KIDNEYS

The following simple prescription works wonders for sick kidneys, liver or bladder: Buy from any good drug-gist one-half ounce Muxar compound in original sealed package, one-half ounce fluid extract Buchu six ounces good, pure gin. Be sure to get the genuine Muxar compound in original sealed package. Mix and take one to two tea-spoonfuls after each meal.

Pain in the back, frequent or highly-colored urination, scalding urine, rheumatic pains in the joints, puffiness under the eyes, dimmed vision, dizziness are signs of kidney trouble, and should be given prompt attention to prevent serious consequences. Bright's disease, chronic rheumatism or diabetes.

State Commerce Commission, and on January 2, 1909, an order was issued requiring that all cars pass over the Union Station be provided with self-displayed signs to that effect.

WORK RETARDED.

During the past year this commission instituted an investigation into the equipment of cars as operated in the District of Columbia. While the refusal of the two principal operating companies in the District to recognize the authority of this commission or its agents was a serious hindrance to this investigation, sufficient evidence was secured to convince this commission that, while the car equipment generally was in fair condition, considering the general type of cars being operated, certain regulations calling for repairs when needed and the maintenance of equipment in good condition at all times were considered necessary to the comfort and safety of the traveling public.

Such regulations were accordingly drafted and recommended to the Interstate Commerce Commission, with the result that on June 21, 1909, an order was made putting the regulations into effect. As far as has been possible under existing conditions, instructions of car equipment have been complied with from time to time, in order to ascertain whether or not these regulations are being complied with. A careful record has been kept of all defects which have been found and which are in violation of the regulations. The matter of elimination of trailers has been given serious consideration by this commission, and on its recommendation the Interstate Commerce Commission, on June 21, 1909, issued an order to the effect that various railway companies operating in the District of Columbia, other than the suburban companies, should show cause, if any there might be, on or before September 1, 1909, why an order should not be issued prohibiting the operation of trailers within a reasonable period.

MORE CONDUCTORS.

In obedience to this order a detailed statement was received from each of the two companies now operating trailer cars in the city of Washington, the substance of these statements being that the cost of replacing at one time the trains which are now being operated with single cars would be prohibitive. After careful consideration of these replies this commission suggested by your letter to suggest that the Interstate Commerce Commission issue an order prohibiting the placing in service of additional trailer cars and recommending that the com-

panies be required to provide a conductor for each trailer car now in service. This matter is now before the Interstate Commerce Commission for consideration.

At the request of this commission, the Interstate Commerce Commission issued an order June 21, 1909, requiring that the street railway companies operating in the District of Columbia submit, on or before September 1, 1909, a detailed description of all cars operated by them. This data was received and has been of much value to this commission.

On June 21, 1909, an order was issued by the Interstate Commerce Commission, on the recommendation of this commission, requiring all the street railway companies operating in the District of Columbia to submit, on or before September 1, 1909, any changes in schedules which might have been made since the last schedules were submitted, and also to submit in the future any changes which may be made. This has resulted in providing this commission with information as to the general movement of cars on all lines, which information is of much value to this commission in the performance of its duties.

HEATING OF CARS.

While the order relative to the heating of cars was promulgated by the Interstate Commerce Commission November 23, 1908, this order did not become effective in its entirety until November 1, 1909. In compliance with the terms of the order, the local companies have equipped all their closed cars, including trailers, with heating apparatus. A proper observance on the part of the companies of that part of the order relating to the use of his apparatus will add much to the comfort and convenience of the traveling public.

Other orders which have been issued by the Interstate Commerce Commission on the recommendation of this commission, relative to cars stopping at certain street intersections, repairs to tracks, etc., have been productive of results tending to promote the convenience and comfort of the traveling public.

Various improvements in the street car service in the District of Columbia have been inaugurated by the several operating companies. Among these may be mentioned the following: The investigation and recommendation of this commission relative to the detail in its last annual report, and the commission is pleased to be able to state that on June 21, 1909, a thorough service over this line from Brightwood, Takoma Park, and adjacent suburbs to Ninth street and Pennsylvania avenue northwest, was inaugurated by the Washington Railway and Electric Company. This action on the part of the

company was doubtless prompted by this commission's investigation and its recommendation to the Interstate Commerce Commission in regard thereto.

CHANGES IN ROUTES.

A number of routes have been altered, particularly in connection with the operation of cars to the Union Station, and it is now possible to reach this point from nearly all sections of the city without change of cars.

The completion of the laying of new tracks on First street, east from East Capitol street to E street south; on New Jersey avenue northwest from Florida avenue to Massachusetts avenue; on Florida avenue from Seventh street west to Eighth street east; on Eighth street east from Florida avenue north to Pennsylvania avenue south; and on F street north from Eighth street east to the Union Station, has provided rapid transit for a large area of the city which has not enjoyed this advantage before.

During the past summer new rails were laid on Connecticut avenue from Dupont Circle to K street; on Seventeenth street from H to K streets, and on H street from Seventeenth to Fourteenth streets. This has resulted in great improvement as far as noise, dust and vibration are concerned. Many complaints as to these conditions were received at this office, leading to an exhaustive investigation and report by this commission.

Much new equipment of various types has been placed in operation during the past year. Among these may be mentioned pay-as-you-enter cars, thirty-nine of which have been placed in service by the Capital Traction Company and fifty by the Washington Railway and Electric Company. The first cars of this type to be placed in operation in the District of Columbia were operated on the Fourteenth street line of the Capital Traction Company and were equipped with longitudinal seats, whereas the cars which had been in operation on this line for some time past were equipped with transverse seats.

PROTEST NEW CARS.

A storm of protest against the new cars, directed particularly against the seating arrangement, immediately arose, and many communications on this subject were received at this office. A careful investigation was made by this commission upon the design and operation of pay-as-you-enter cars throughout the country as well as in Washington. In the meantime the commission received information that the board of directors of the Capital Traction Company had decided to equip all cars

THINGS THAT REMAIN TO BE ACCOMPLISHED

Less Crowded Cars, More Trailers, Extended Night Service, Stops at Certain Corners, Improved Seating Arrangements, and Better Roadbed Are Sought.

placed in service in the future with cross seats. It appears that the company has acted accordingly.

All the pay-as-you-enter cars which were placed in service by the Washington Railway and Electric Company, including all the new cars in operation on the Brightwood through service, are equipped with longitudinal seats. Eleven pay-within cars, a type somewhat similar to the pay-as-you-enter cars, and having many new features designed to promote the safety and convenience of passengers, have been placed in service on the Chevy Chase line of the Capital Traction Company.

New cars of a strictly suburban type and of excellent design and construction have been placed in operation on the Rockville service of the Washington Railway and Electric Company. The Washington, Alexandria and Mt. Vernon Railway Company, having leased the Washington, Arlington and Falls Church railway, has placed in service a number of new cars on this division, and has materially improved the service.

IMPROVEMENTS MADE.

All of the above-mentioned cars, except the pay-as-you-enter, are equipped with air brakes, and the majority are provided with four motor equipments. The placing in service of new double-truck cars has resulted in the elimination of a number of trains heretofore operated.

A number of other improvements of more or less importance have been inaugurated by the various companies operating in the District of Columbia during the past year, and there appears to be a general tendency in the direction of a continuation of this policy.

Owing to the fact that the leading street railway corporations have persisted in their refusal to recognize the District Electric Railway Commission and its agents, the commission has been compelled to appeal to the Interstate Commerce Commission in many in-

stances when direct relations with the street railway corporations would have secured more prompt action. The commission has, nevertheless, prosecuted its work as diligently as possible and believes that it has been able to render effective service to the public. This result has been largely due to the fact that the Interstate Commerce Commission has co-operated cordially and earnestly with this commission in the endeavor to improve traffic conditions as contemplated by the law.

Very respectfully,
HENRY L. WEST,
Chairman.
THOMAS M. SMITH,
Commissioner.

OPERATING RULES.

Under the heading of "Appendix," the report gives the following regulations for the operation and equipment of street railway cars in the District of Columbia:


Under the authority conferred upon the Interstate Commerce Commission by public act No. 134, approved May 23, 1908.

It is ordered that the following rules and regulations for the operation and equipment of street railway cars within the District of Columbia be, and the same are hereby, made and prescribed and obedience thereto and compliance therewith is hereby required of and enjoined upon all street railway companies, their officers, agents, and employees operating street cars within the District of Columbia:

1. Every street railway car other than trailers operated in the District of Columbia shall be equipped with front automatic or platform-operated projecting pick-up fenders and with automatic wheel guards.

The front end of projecting fenders shall not have an elevation of more than six inches above the rail when in their normal position, and the front end of wheel guards shall not have an ele-

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How Beer Benefits

Not all people yet realize the good of beer. Do you?

Do you know that it nourishes, soothes, livens and cleanses the body as no other drink does?

Do you know that its malt is a food partly digested and most easily assimilated?

Do you know its hops are a tonic quieting to overwrought nerves?

Do you know its 3½ per cent. of alcohol assists digestion?

Do you know its liquid washes away clogging waste?

All these things are true. Your doctor will tell you so. That is how beer benefits. It is good both for the sick and the well.

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The people of the most healthy nations of the world drink most of it.

Be sure to get the right beer. Unfortunately all beer is not put up with sufficient care. Sometimes it is rushed to market "green" and biliousness is the result.

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Schlitz is brewed in careful cleanliness, of selected materials. It is thoroughly aged and finally every bottle is sterilized. It therefore always has the same full rich flavor.

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